

## EXECUTIVE SUMMARY

The US-2/US-141/M-95 Access Management Action Plan documents existing driveway, traffic safety, land use, and zoning conditions along the US-2/US-141/M-95 corridor within Dickinson County. Existing traffic and safety problems associated with too many driveways, improperly designed and located driveways, the lack of parallel roads and alternative means of access, including connections between existing parking lots, are noted in a detailed list of recommended improvements. These problems and a variety of recommendations to address these problems are presented in the Plan. A series of detailed tables, maps, figures and photos are used to illustrate key points and recommendations.

This Plan was created through close cooperation by representatives of Breitung, Norway and Waucedah Townships, the Cities of Kingsford, Iron Mountain and Norway, the Dickinson County Planning Commission, the Dickinson County Economic Alliance, the Dickinson County Road Commission and the Michigan Department of Transportation. This cooperation occurred at the initiative of and under the guidance of the Central Upper Peninsula Planning and Development Region and with funding support from the Michigan Department of Transportation. Each of the above listed communities passed a resolution of support to participate in the creation of this Plan (see Appendix A). It is intended that the goals, objectives and recommendations of this Plan will be implemented through a common intergovernmental development review process and coordination between the jurisdictions and agencies who were involved in the creation of this Plan.. A uniform procedure for the coordinated review and approval of future site plans and development permits along the corridor is described in Chapter Six.

To facilitate a uniform local planning approach to access management, a sample Master Plan amendment was created and is attached as an Appendix. Also in the Appendix is a sample set of access management amendments to the local zoning ordinance. These regulations are the minimum necessary to achieve the recommendations in this Plan. They are based on the Michigan Access Management Guidebook prepared for use by local governments by the Michigan Dept. of Transportation in 2001. It is expected that within the next 6-9 months all of the local governments which participated in the preparation of this Plan will adopt the sample access management regulations and begin coordinated development permit reviews with MDOT and other adjacent jurisdictions.

An overview of the specific contents of each of the chapters in this Plan can be found on the eighth page of Chapter One. Any questions on this Plan should be directed to one of the local government representatives noted on the back of the title page, or to the MDOT Transportation Service Center in Crystal Falls.

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